

## Response

### DOT/NORTH/SOUTH FREEWAY

1 these proceeding back over -- Well, I won't either.  
2 Scratch that.

3 At this time I would like to introduce Linda  
4 Tompkins, the vice-chair of our Transportation  
5 Commission. She has a few words to say. Linda?

6 MS. TOMPKINS: Thank you, Jerry, and welcome  
7 to all of you to be part of this very important  
8 discussion to the future of Spokane County.

9 The Transportation Commission is in essence  
10 the board of directors for the State Department of  
11 Transportation. It's made up of seven citizens, and I  
12 think the importance of that to all of us tonight is  
13 this: These types of major decisions on choosing a  
14 corridor, what is the appropriate regional solution to  
15 transportation systems, begin with the citizens.

16 Citizens take part in the initial planning and study  
17 process, they take part in comment periods like this, and  
18 finally, although the Commission no longer actually  
19 selects corridors, citizens on the Commission analyze and  
20 take a look at the public process that goes into those  
21 corridor selections. So your views tonight are very very  
22 important to us.

23 I'm also a member of the community. I'm  
24 an attorney with Lukins & Annis right here in Spokane,  
25 and I've watched this process from -- Well, I can't say

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1 from  
2 for the past 40 years on. Some of us know this has been  
3 a long long<sup>term</sup> study.

4 But the point is this: Your attendance  
5 tonight is very very important. Your comments are very  
6 very important, as is your input, and will most likely  
7 improve the look of this project if in fact it goes  
8 forward.

9 So please do share with us, as Jerry said,  
10 and do know that what you have to say is very important  
11 and in fact will impact the quality of this project.

12 Thank you very much for coming out.

13 MR. LENZI: Thank you, Linda.

14 Just one more point, if I could, about the  
15 comments.

16 A lot of folks here tonight. Several have  
17 signed up. Jeff will go through the cards in the order  
18 that we receive them. When we get done he may ask if  
19 there are any further comments.

20 As you come up and give your testimony if you  
21 could please try to limit that to five minutes so we  
22 can get all the folks that want to speak here tonight.

23 Again, if you have more than that to say,  
24 please write it down and send it to us.

25 As you give your testimony you may ask  
questions, you may make comments. The point being for

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1 this hearing, we're here to receive your questions and  
2 comments, we're not here to be making compatible and  
3 conflicting statements and get in an argumentative  
4 debate.

5 We'll listen to everything you say. We'll  
6 take your questions and comments, and they will be our  
7 response as we publish the final Environmental Impact  
8 Statement that will hopefully come out some time early  
9 next year.

10 I'll turn it back over to Jeff Stier.

11 MR. STIER: Thank you, Mr. Lenzi.

12 This is a fairly informal hearing. As Mr.  
13 Lenzi states, the hearing authority is under the National  
14 Environmental Policy Act and the State Environmental  
15 Policy Act, and this is the opportunity for public  
16 comment and opportunity for public comment in the  
17 process.

18 As  
19 And I will be calling off the names after Mr.  
20 White makes a presentation, a formal presentation to you.  
21 And once he's concluded I will open the record up for  
22 comments.

23 As Mr. Lenzi said, I would ask you to limit  
24 them to five minutes, if possible. I would also like to  
25 emphasize that questions and comments can also be  
submitted in writing and that they will be postmarked as

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1 late as October 27th, and responses to all questions  
2 will be published in the final Environmental Impact  
3 Statement. So your questions are important and will be  
4 addressed.

5 So at this time I would like to turn the  
6 hearing over to Mr. White for a presentation.

7 MR. WHITE: First off, I'd like to thank you  
8 all for coming tonight. Many of you have been to the  
9 open houses and different ~~things~~ <sup>meetings</sup> we've had and  
10 participated in the development of this project and I'd  
11 like to thank you for your time.

12 I have a short presentation involved with the  
13 project. It's an overview. I'm afraid that it will not  
14 get into a lot of detail because it would take quite a  
15 bit of time.

16 If anyone needs more information after this  
17 hearing we'd be happy to talk to you in my office, and  
18 you'd be able to come in, sit down and we can explain  
19 things in more detail and answer additional questions.

20 But right now if I can have the lights  
21 dimmed, please, and the projector on?

22 Okay. The following information is intended  
23 to be an overview of the current project scheduled with  
24 the North Spokane Freeway Draft Environmental Impact  
25 Statement.

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1           The primary purpose of the North Spokane  
2 Freeway project is to improve transportation safety and  
3 mobility through the city of Spokane and Spokane County  
4 between Interstate 90, Northeastern Washington and  
5 Canada.

6           The objectives are: Reduce congestion,  
7 improve system linkage, be consistent with regional  
8 planning, support multimodal use, conform to air quality  
9 requirements, support intermodal transfers, improve  
10 safety and increase energy efficiency.

11           A more specific purpose of the freeway is to  
12 improve the efficiency of the people and freight carrying  
13 capacity on and between Interstate 90 and major <sup>north/south</sup> ~~northside~~  
14 transportation routes, particularly US 2 and US 395.

15           The idea of a North Spokane Freeway dates  
16 back to as early as 1946, when it was first shown that a  
17 need for traffic improvements on Spokane's northside  
18 existed. However, the construction of a new east/west  
19 freeway, Interstate 90, took precedence in the late  
20 1950s.

21           This photograph shows the progress of  
22 Interstate 90 construction in 1965.

23           Following that, another attempt to construct  
24 the North/South Freeway was made in the early 1970s, but  
25 in response to public opposition, mainly the effects of

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1 the oil shortage, funding was once again eliminated for  
2 the North/South Freeway.

3 Studies conducted throughout the eighties  
4 found the existing transportation system inadequate to  
5 meet the region's future needs.

6 Seven routes were initially considered for a  
7 North Spokane Freeway to connect I-90 to US 395 and US 2  
8 north of Spokane.

9 They are Government Way, Maple/Ash, Division,  
10 Hamilton, Market/Greene, Havana and Argonne.

11 This map shows the relative location of the  
12 corridors.

13 Environmental issues, however, needed to be  
14 addressed by the public before final recommendations can  
15 be submitted for approval and funding. Thus, the highest  
16 priority identified was to prepare an Environmental Impact  
17 Statement.

18 Five of these seven routes were  
19 eliminated through previous studies. The two  
20 remaining routes <sup>to be studied</sup> were Market/Greene and Havana routes.

21 The purpose of the Environmental Impact  
22 Statement is to identify and analyze the critical  
23 transportation, economic and environmental impacts  
24 associated with the North Spokane Freeway. From this  
25 analysis a recommendation of a freeway route that

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1 balances the region's transportation needs with  
2 environmental issues can be determined.

3 The Draft Environmental Impact Statement <sup>was</sup>  
4 available for review beginning August 28, 1995. The  
5 final recommendations should follow later this <sup>winter</sup> ~~month~~.

6 Several alternatives were developed and  
7 evaluated for meeting the transportation related needs on  
8 Spokane's north side.

9 To allow for comparison of impacts an  
10 alternative was studied in which no <sup>new</sup> significant  
11 transportation facilities would occur. This is termed  
12 the No Build Alternative.

13 In the No Build Alternative the  
14 existing arterial systems would be modified through  
15 minor capacity and safety improvement projects along with  
16 normal roadway maintenance.

17 Another alternative studied <sup>was</sup> ~~is~~ Transportation  
18 System Management, which incorporates two areas;  
19 Transportation Demand Management and Operational  
20 Management Strategies.

21 Transportation Demand Management focuses on  
22 reducing travel demand rather than increasing  
23 transportation capacity. The objective is to increase  
24 transportation efficiency of the existing system by  
25 reducing and accomodating trips with fewer vehicles.

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1 This can be accomplished by ride sharing, flextime,  
2 walking and bicycling, to name a few<sup>of the</sup> management methods.

3 Operational Management Strategies help  
4 improve traffic flow on the existing arterial system.  
5 Integrated traffic signals and ramp metering are examples  
6 of <sup>a few types</sup> these type of systems.

7 The alternative of Mass Transit would employ  
8 the facilities and services of such things as high  
9 occupancy vehicle lanes and roadways, buses and rapid  
10 transit.

11 Transportation studies found that these  
12 alternatives failed to adequately meet the  
13 objectives of the project purpose<sup>as earlier stated</sup>. Because of this,  
14 these alternatives were rejected from further study  
15 in ~~on~~ the Environmental Impact Statement, although they are  
16 addressed.

17 Two Build Alternatives were identified for  
18 further study. They are the Market/Greene and Havana  
19 alternatives.

20 The Market/Greene alternative would  
21 construct a freeway in the vicinity of Market and Greene  
22 Streets. Both streets would remain in operation and the  
23 freeway would parallel them.

24 The facility in its built out stage would  
25 begin with eight lanes near I-90<sup>and proceed to Francis Ave.</sup> and it will go from six

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